Survey – Riding More with Less

This survey is timed to coincide with the slower off-season, though I recognize this might only be true for shops located in the Northern hemisphere. I very much appreciate that your time is valuable, and my goal is to make this survey as easy as possible for you to complete.

The survey is broken down into three general areas – shop setup & supply; repair services offered; and shop policies. Please feel free to collaborate with friends or coworkers on this. And if you would prefer to complete the survey by means of an online interview, contact me at the email address below. Alternately, let me know if you'd rather complete an online version and I'll send a link.

If more than one credible approach is presented for resolving a given issue, I hope to provide sufficient reasoning to evaluate each.

If you would like to provide photos or illustrations for this project, I would welcome these at
RidingMoreWithLess@gmail.com.

A. Shop Setup & Supply Sources

1. Does your shop have access to professional bike repair stands and/or truing stands? Alternatively, how do you secure bike and wheels such that you can work on them?

Yes to both

2. Do you use any homemade tools in your shop? Any favorite modifications on existing tools? No
3. Do you re-use cables? Cable housing? Any special methods for organizing either? (I understand many community bike shops are already doing this, and I regularly do so myself; I hope to quantify for readers how common this practice is.) yes, but we havea biudget at the moment, and will not use s/h ones often
4. With hub overhauls, do you re-use the bearings? no
5. Does your shop build wheels with used spokes and/or used rims? Not much time to build wheels. We furnish refugees with bikes, always plenty of old wheels in stock.
6. When building or truing wheels, do you use a spoke compound? If so, what? Does the equation change if you are working with used spokes and/or used spoke nipples? No idea- no, I think
7. Feedback I received following the publication of *How to Rock & Roll* suggested some bike shops saw its emphasis on reusing parts in conflict with the industry's traditional business model, which relies upon novelty for turnover. Does your shop sell used parts? If so, please indicate what proportion of your shop's operating budget these provide for. (Here again, I hope to better quantify what I understand to be a common practice.) do not sell many parts. We are annoyed by 2-3 'pickers' but finally they have got the message that all workshops activities are for a good cause.
8. Does your shop have access to wholesale rates for new bikes or parts? Alternately, are you able to access these through intermediaries (other shops, connections, etc.?) yes

9. Describe your shop's relationship with other shops in your area. Is yours the only nearby location selling used bikes? We hardly sell any bikes – just racers and fixies not suitable for refugees. Some relationship with CERES 1.6km away but thay can be difficult. With bbike shops – no real relationship althgouh a vol works at one
10. Bikeshare systems are more and more ubiquitous these days, and that's arguably really a good thing, but not everyone has a credit card… Does your shop rent bikes? If so, how does that work? no
11. Has your local bike share system donated bikes or parts to your shop? How has that worked out? no

B. Repair Services Offered

1. Component manufacturers (Suntour, Shimano, SRAM, etc.) have historically produced parts that are not meant to be cross-compatible. How much does this complicate life at your shop? Any secret mix-and-match combinations that work out, or does friction shifting emerge as a default? Friction
2. Campagnolo drivetrain parts are famously rebuildable, but most other component manufacturers have taken the opposite approach. Has your shop had any success repairing and reusing 'disposable' drivetrain parts such as Shimano Rapidfire pods, STI levers, Grip Shift levers, sealed bottom bracket cartridges, etc.? no
3. Beyond maintaining air pressure and replacing tires as necessary, what recommendations does your shop provide for avoiding flat tires – tube liners, tube sealants, thicker tubes, etc.? Extra points if you have advice for dealing with goathead thorns… none
4. Does your shop's service menu include drivetrain cleaning? If so, what method do you use? n/a we are not shop
5. Does your shop align or repair any damaged frames or forks? In what circumstances? Do you offer any frame modifications, such as adding racks or other storage? no
6. Does your shop expend any energy attempting to free seized seatposts? If so, what sequence of steps would you recommend? The chemical solution, but rare
7. Factors including lower operating costs and greater material scarcity can allow or even encourage some community bike shops to offer repair services which mainline bike shops might find overly time-intensive, and thus cost-prohibitive. These may include well-understood practices – patching inner tubes, for example, or booting tires – as well as less established techniques (attempting to straighten bent axles, or remove flat spots from rims, etc.). Does your shop offer services not provided by other shops in your area? If so, please describe. We just help a few individuals locally.
8. Any experiences to relate with regards to servicing or repairing either carbon fiber or bamboo bikes? no
9. Does your shop service any electric bikes? If so, are you seeing any patterns emerge with regards to their maintenance? no
10. What other technical questions should this survey be asking – which repair scenarios most bedevil the mechanics at your shop? Worn integral shifters/brake levers. No idea how to fix those.

C. Shop Policies

1. Does your shop provide any public education on bike repair? 10 minute bike check sessions once a month for Darebin council
2. Does your shop provide public access to shop equipment – bike tools, repair stands, etc.? no
3. What steps does your shop take to provide for an inclusive environment? All welcome, no discrimination
4. Please describe your shop's policy with regards to repairing and/or selling mass market bikes. If they will work, we fix them up
5. How does your shop learn of product recalls? What action does your shop take on them? no
6. How have your shop's operations been affected by the Covid pandemic? 285 days of lockdown in Melbuorne, a few of us took bikes home to fix
7. For media inquiries, whom might you recommend as effective spokespersons or advocates for community bike shops and bike NGOs more broadly? I would be comfortable discussing individual repair techniques, or the writing process, but I lack the background to really talk about the day-to-day at community bike shops, and I am certain it would be more useful to refer such questions to those who know more. [Depending on the inquiry, my strategy would be to either provide the name(s) most often suggested in response to this question, and/or those most appropriate in terms of the location.] I [Simon Batterbury] have written several artucles below, and work on CBWs as a research topic. I haveresearcherd about 50 and should be doing a book on them,
8. Please confirm your name, email address and shop affiliation. And for purposes of this book, please indicate if your responses should be attributed anonymously. Prof Simon Batterbury , University of Melbourne/Lancaster University. simonpjb@unimelb.edu.au
9. Could this project benefit from including any other shops or NGOs in your area? If so, please provide contact information. Montonai cycles I think thy are called - james

Thanks again for taking the time! The survey above represents a starting point for this project. I look forward to working with contributors to better understand and explore the topics it explores.

Please return completed surveys to me at RidingMoreWithLess@gmail.com.

Batterbury, SPJ and A. Manga. 2022. The sociality of cycling. In Norcliffe G. (ed.) The Cycling Companion. London: Routledge. https://www.simonbatterbury.net/pubs/sociality%20of%20cycling%20preprint.pdf

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[short contribution, syndicated x6] Batterbury SPJ, Manga A.T., Kowasch M. and R. Lane. 2022. Bike kitchens: the community-run repair workshops that help build a culture of cycling. *The Conversation* 4/12/2022 published

version https://theconversation.com/bike-kitchens-the-community-run-repair-workshops-that-help-build-a-culture-of-cycling-169687 long version https://www.simonbatterbury.net/pubs/conversation_article_long_AMT.pdf

en francais Ateliers de réparation gérés par la communauté qui aident à créer une culture du cyclisme https://smartech.energy/ateliers-de-reparation-geres-par-la-communaute-qui-aident-a-creer-une-culture-du-cyclisme-les-dernieres-nouveautes-en-matiere-denergie-solaire-energie-propre/

Batterbury SPJ and T. Dant. 2019. The imperative of repair: fixing bikes – for free. In P. Laviolette and F. Martinez (eds.) Repair, breakages, breakthroughs: ethnographic responses. New York: Berghahn. 249-266.

Batterbury S.P.J. and I.Vandermeersch. 2016. Bicycle justice: community bicycle workshops and "invisible cyclists" in Brussels. In A. Golub, M.L. Hoffmann, A.E.Lugo & G.F. Sandoval (eds.). Bicycle justice and urban transformation: biking for all? Routledge. 189-202. Researchgate

I already have a page on bike workshops
https://bikeworkshopsresearch.wordpress.com/

Talks

Batterbury SPJ. 2021. Community bike workshops: place-based organisations and the culture of active travel. Decarbon8 international conference, UK. Sept. https://www.simonbatterbury.net/decarbon82021.mp4

Batterbury S.P.J. 2020. The political ecology of community bicycle workshops. POLLEN online conference, Sussex Univ., Sept.